

GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM
Instrument Procedures Group
November 1-3, 1999
HISTORY RECORD

FAA Control # 99-02-216

(Originally submitted at ACF 92-02 as charting portion issue 92-02-116)

SUBJECT: Elimination of Excess Verbiage on DP's and STAR's

BACKGROUND: This issue was brought to the ACF, Charting Portion, at meeting 92-02 and transferred to the Instrument Procedures Subgroup at meeting 99-02 and is still not resolved. An attempt to decrease the text on charts has not been totally successful and complaints are still coming in from users of these procedures. Most complaints state that the graphic is complete enough for air traffic and the user, and that most of the text could be deleted.

RECOMMENDATION: Delete text on procedures when the graphic is self-explanatory.

COMMENTS: This recommendation affects DP's and STAR procedures.

SUBMITTED BY: Pat Fair, ATA-130 on 8/20/99

Originally Submitted By: ALPA and Jeppesen

INITIAL DISCUSSION (Meeting 99-02): Pat Fair, ATA-130 briefed that this issue was originally presented by ALPA and Jeppesen at the charting portion during ACF 92-2; however, it has received little attention. Her office has been approached by industry to resurrect the issue and resolve it. The consensus of the forum is that much verbiage could be eliminated from DP & STAR charts and agreed that it is a policy issue to be addressed by AFS-420. Dave Eckles, AFS-420, agreed to accept the issue indicating that it could be resolved during the re-write of Orders 8260.19, 8260.46, and 8260.STAR. Bill Hammett, AFS-420 (ISI), suggested the issue could also be staffed by the newly formed Aeronautical Information Service Working Group (AISWG), chaired by AFS-420. John Moore, NOS, will provide AFS-420 with a copy of the original submission paper. Dave agreed to take the issue for study and report at the next meeting. **ACTION: AFS-420.**

MEETING 00-01: Dave Eckles, AFS-420, presented a status update paper on the issue prepared by Norm LeFevre, AFS-420. The issue was originally presented to the charting portion by Jeppesen and being worked by an ad hoc committee (SID/STAR Reformat Working Group). The working group was making progress, but inexplicably ceased meeting in 1996. As suggested at the last TERPS Subgroup meeting, the issue was presented to the Aeronautical Information Services Working Group (AISWG) for consideration. The AISWG agrees with the concept of reducing verbiage on procedures and recommended that the issue be addressed by the appropriate OPI; AFS-420 for DP's, and ATP-120 for STAR's for action. Jim Terpstra, Jeppesen, stated this issue should remain open and that the applicable directives and/or forms should state specifically what instructions may be interpreted graphically and what require text. He also recommended that DP and STAR transition routes

should not require textual description. He asked Dave to provide sample forms and associated charts. Dave agreed to do so for DP's; however STAR's will probably have to wait for the re-write of Order 7100.9 or guidance from ATP-120. **ACTION: AFS-420 and ATP-402.**

MEETING 00-02: Dave Eckles, AFS-420, briefed that his office has not completed staffing this issue relative to DP's. During informal discussions within the Branch, all are in agreement with the concept that proper graphical depiction should preclude the need for redundant textual descriptions of the procedure. However, the need for retention of some text, such as initial climb-out instructions, may be required. This effort must be a coordinated AAT/AFS/AVN effort and the issue will best be addressed after a decision has been reached on the "SID" terminology issue. Brad Rush, AVN-160 recommended his organization, in conjunction with AFS-420 and AVN-22A, work to re-design the 8260-15 series forms or the instructions relating to non-published information for DP's that will clarify/specify charted vs. non-charted text. Once the form has been revised, the issue can then be addressed through the Aeronautical Information Services Working Group (AISWG). STAR's remain under the purview of AAT who was not represented to discuss the issue. **ACTION: AFS-420 and ATP-402.**

MEETING 01-01: Dave Eckles, AFS-420, briefed that AFS-420 has not completed staffing this issue relative to DP's. There is a draft change to Order 8260.46A that will indicate on the Form 8260-15B what text "must" be charted. Chart producers may then interpret whether to chart other text graphically or textually. Jim Terpstra, Jeppesen, questioned whether the AIM required that pilots have a textual description of the procedure. Kevin Jones, USAF 12 OG/AIS, provided the current AIM language: paragraph 5-2-6e8 states in part "...requires pilot possession of the textual description or graphic depiction of the approved DP..."; whereas, paragraph 5-4-1c states "Use of STAR's requires pilot possession of at least the approved textual description." Marty Walker, ATP-120, agreed to have the AIM changed to read that "textual or graphic" is acceptable for both DP's and STAR's. **ACTION: AFS-420 and ATP-120.**

MEETING 01-02: Bill Hammett, AFS-420 (ISI) briefed that AFS-420 is still working this issue in conjunction with AVN-100, AVN-500, and ATA-100. Progress was made in a September 17 telcon with the aforementioned in attendance. The 8260-15 series forms will have to be re-designed and Order 8260.46 revised to clearly indicate to charting agents what text must be published literally and what text may be interpreted graphically. This is planned as Change 1 to Order 8260-46. No target date for development has been established. Gary Powell, ATP-104, advised that the ATP-120 IOU to revise the AIM STAR language has been submitted for publication. **ACTION: AFS-420 and ATP-120.**

MEETING 02-01: Bill Hammett, AFS-420 (ISI), briefed that AFS-420 is still working this issue in conjunction with AVN-160, AVN-512, and ATA-110. Expanded guidance as well as revised 8260-15 series forms will be included in Order 8260.46B. Current proposals include an annotation that all transitions need only be published graphically (no follow-on text). Additionally, the phrase "...thence as depicted..." is currently being used wherever possible to eliminate verbiage. Gary Powell, ATP-104, advised that the ATP-120 IOU to revise the AIM

STAR language has been submitted for publication. It was suggested by the group that STAR phraseology be standardized and explained; e.g., "South Flow" vs. "Landing South". Mitch Scott, ATA, questioned the term "Standard Minimums" as related to DPs. Wally Roberts, ALPA, stated that Ops Specs are the standard for a specific carrier. Jim Terpstra, Jeppesen, led a discussion on the "T" symbol and agreed that pilots need to be aware when Ops Specs override standard takeoff minimums. This issue will be worked off line. AFS-420 will revise, as necessary, associated DP forms and Order 8260.46 and ATP-120 will process the AIM change. **ACTION: AFS-420 & ATP-120.**

MEETING 02-02: Bill Hammett, AFS-420 (ISI), briefed that Order 8260.46B is being revised to address this issue for DPs. Expanded guidance as well as revised 8260-15 series forms has been included in the revision. The revised order is targeted for publication in February, 2003. Gary Powell, ATP-104, advised that the issue was not addressed in the last revision of Order 7100-9; however it would be considered during the current revision. The group again recommended that Air Traffic standardize STAR terms; e.g. "South Flow", "Landing South", etc., during revision of the STAR order. Mary Walker, ATP-120, stated that he has forwarded the change to align AIM paragraphs 5-4-1c and 5-2-6e8 for publication. **ACTION: AFS-420, ATP-104 & ATP-120.**

MEETING 03-01: Tom Schneider, AFS-420, briefed that the revision to Order 8260.46B, *Departure Procedure (DP) Program*, has been completed. Expanded guidance as well as revised 8260-15 series forms have been included in the revision to satisfy this issue for DPs. Gary Powell, ATP-500, briefed that similar guidance has been included for STARs in the revision to Order 7100.9. John Moore, AVN-503, asked if standard terminology for STAR arrivals ("landing South", "South flow", etc.) was addressed. Gary stated the issue was addressed and that the target date for the Order is July. Bill Hammett, AFS-420 (ISI), briefed that the ATP-120 IOU to revise AIM paragraphs 5-4-1 and 5-2-6e8 appears to have been accomplished. Pilots flying STARs must have "at least the approved chart" and pilots flying SID's must have either "the textual description or graphic depiction of the current SID". **ACTION: ATP-500.**

MEETING 03-02: Bill Hammett, AFS-420 (ISI), briefed that the revision to Order 8260.46B has been completed. Expanded guidance as well as revised 8260-15 series forms have been included in the revision to satisfy this issue for DPs. Gary Powell, ATP-500, briefed that the STAR order (7100.9) is awaiting signature. The revision contains similar guidance for STARs and when published, should resolve the issue for STARs also. **ACTION: ATP-500.**

MEETING 04-01: Paul Ewing, ATP-500 (AMTI) briefed that the revised Order 7100.9, *Standard Arrival Routes*, has been published. The verbiage "descend via" will be used on future STARs and unnecessary text has been eliminated in favor of graphic depiction wherever possible. Frank Flood, Air Canada, noted during the discussion that charting "expect to cross" does not make an altitude restriction mandatory. Firm language; e.g., "cross at" assures no pilot/controller confusion. Current SID's and STARs with charted excessive verbiage will be cleaned up during the review/revision process. All agreed the issue may be closed. **Issue Closed.**
